

SECRET

Approved For Release 2002/06/13 : CIA-RDP68B00724R000100190005-6

IDEALIST/TACKLE

25X1A

9086-69
Copy 8 of 8
21 August 1969

MEMORANDUM FOR: Comptroller, OSA

25X1A

ATTENTION:

[REDACTED]

SUBJECT:

Impact of FY-70 NRO Funding Reductions

25X1A

REFERENCE:

Memorandum from DSA [REDACTED] 8966-69)
dated 19 August 1969. Subject: Same.

1. The following Deputy for Operations comments are forwarded in response to referenced memorandum:

"Items for consideration and further study:"

25X1A

25X1A

a. The proposed four day work week at [REDACTED] would result in a reduction of the [REDACTED] operational mission generation capability. This would not be consistent with existing directions in the NRO funding reductions, i.e., no apparent intent in the NRO budget reduction proposal to reduce the IDEALIST/TACKLE operational capability. In further reduction considerations, the first consideration should be directed at non-operational related activities.

b. U-2C/G storage: See attached paper on this subject.

c. Manpower review: In December 1968, an OSA manpower survey team conducted a review of Detachment G. The team concluded: "As experience in U-2R operations is gained, follow-on manpower surveys will be required to insure that manning documents reflect optimum manning for the new U-2R operation." The recent study exercise to comply with the FY-70 NRO budget approvals would seem to have placed the Detachments in an optimum manning situation at this time. A manpower survey would seem more timely subsequent to any forthcoming mission posture changes for the Detachments, i.e., how can we best reduce our manpower to accomplish a new or restatement of mission.

25X1A

IDEALIST/TACKLE

Approved For Release 2002/06/13 : CIA-RDP68B00724R000100190005-6

SECRET

GROUP 1: EXCLUDED FROM
DOWNGRADING
AND DECLASSIFICATION

Handle Via

Control System Only

25X1A

9086-69
Page 2

25X1A

d. Support aircraft assignment at Detachment G and [] It is conceivable that savings can be an outgrowth of a definitive study of the support aircraft requirements at each Detachment by the respective Detachment Commanders. There are probably alternatives available in this area that the Detachment Commanders would suggest during a "belt tightening" review conducted on the subject.

25X1A

e. [] TDY concept: A TDY concept would have a significant bearing on Detachment morale and should be considered as a last resort method of operation. In addition, close coordination of a change in PCS vs. TDY personnel at [] should be conducted between the Agency and USAF personnel planners. It is conceivable that the Air Force would not favor this approach on similar grounds to their earlier concerns for remote assignment considerations for USAF personnel and the resultant effect on SEA assignments both prior to and subsequent to [] duty assignment.

25X1A

25X1A

2. This office will continue to study means of reducing OSA NRO funding requirements. You will be kept advised of any new thoughts on the subject.

25X1A



Deputy for Operations, OSA

Attachment:
Paper on U-2/G storage

25X1A

SAS/O/OSA [] (21 August 1969)

Distribution:

- 1 - COMPT w/att.
- 2 - D/OPS w/att.
- 3 - D/M w/att.
- 4 - SS w/att.
- 5 - D/SA w/att.
- 6 - CMD w/att.
- 7 - BFD w/att.
- 8 - RB/OSA w/att.

25X1A

IDEALIST/TACKLE

Handle Via

Control System Only

SECRET

Approved For Release 2002/06/13 : CIA-RDP68B00724R000100190005-6

ATTACHMENT TO

9086-69

25X1A

15 August 1969

MEMORANDUM FOR: Colonel Price

SUBJECT : Retirement of U-2C/G Models

REFERENCE : 1721 (RYBAT) Same Subject

25X1A

1. Agree that long term money savings can be realized by
recommendation but:

a. Reference paragraph 5 of cited message:

FYI: From 1 August 1955 to 5 January 1969, 49 U-2 aircraft have been involved in accidents. Of this number 7 were repaired and returned to service. Also of the total 7 aircraft are coded as lost to hostilities.

b. Statistics:

(1) Aircraft accidents by altitudes:

0 - 1000'	16 (5 repaired)
1,000' - 10,000'	1
10,000' - 20,000'	1
20,000' - 30,000'	3 (1 repaired)
30,000' - 40,000'	4 (1 repaired)
40,000' - 50,000'	1
50,000' - 60,000'	1
60,000' - up	15 (excluding 7 to hostile action)

(2) Training losses:

Approved For Release 2002/06/13 : CIA-RDP68B00724R000100190005-6

23 accidents during training operations of which:

Page 2

4 occurred on pilot's first U-2 flight.

1 occurred on pilot's first high altitude flight.

13 of the pilots involved had less than 50 hours in U-2 aircraft.

2. With this history, use of R assets for training not considered advisable. Also restricting training in "C" model to 35,000 and below not supported by figures in 1B(1) above.

25X1A

3. Reference paragraph 6 of [] 1721. This rationale would appear to increase expenditure of overtime, which at this time is not the route we are proposing.

25X1A



AD/OPS